



Rudder Flutter

Idaho Transportation Department, Division of Aeronautics

To foster, develop, and maintain Idaho's aviation programs, facilities, and services

Volume 45, Issue 2

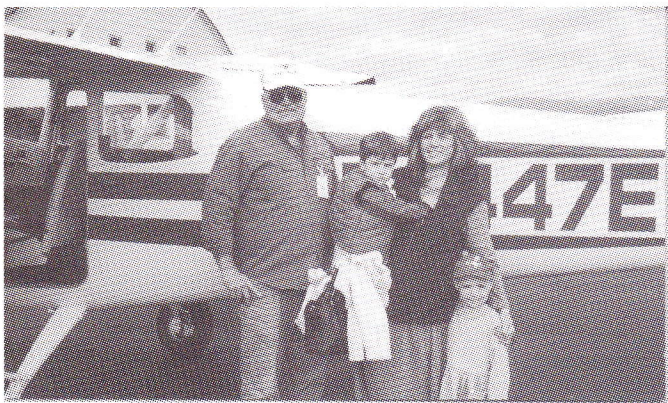
Summer 1999

Angels in the Cockpit

By: Dick Roberts

Angel Flight West, based in Santa Monica, CA, is a nonprofit charitable organization designed to facilitate access to health care by arranging free air transportation in private aircraft. Angel Flight links volunteer private pilots with needy people whose health care problems require travel to and from medical facilities throughout eleven western states. They also provide transportation to camps designed for children with special needs, fly pre-arranged flights of organs, blood & tissue to transplant recipients, as well as most any other compelling human need.

Angel Flight pilots who have time, flying skills, suitable aircraft (airplane owners and renter pilots) and resources donate these to help others. Service is provided on a non-emergency basis for medically stable and ambulatory patients referred by health care providers and social service agencies. Dick Roberts, Idaho Wing Leader from Lewiston, is recruiting pilots through-out the state. Holbrook Maslen of Boise and Johnny Stewart of Orofino serve as Orientation Pilots for the Idaho Wing.

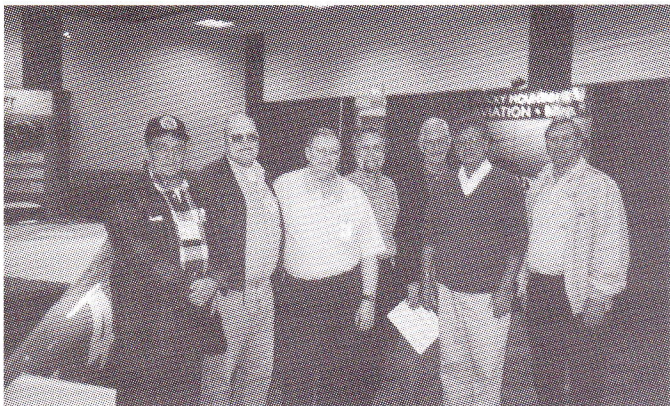


Johnny Stewart transporting Abigail of Grangeville to Spokane for medical treatment.

On the orientation and on Angel Flight missions, the airplane is provided by the pilot and may be owned or rented. The current fleet ranges from taildraggers to turboprops. Flights are matched to the skill of the pilot and the capabilities of the airplane he or she flies. Qualification as an Angel Flight Pilot-in-command requires only a valid Private Pilot certificate, current medical, proof of insurance, and access to an airplane.

Skills range from low-time VFR-only pilots through high-time professionals moonlighting for a good cause. All flights are FAA Part 91, and are charitable flights in the eyes of the IRS, so direct expenses can be written off of your income taxes. (Please consult your tax advisor for details.)

Angel Flight, formed in Santa Monica in 1983, consisted of a small fledgling group of private pilots who flew 17 missions that year. Now, the organization has expanded its service to eleven western states. Angel Flight pilots flew over 1000 missions in the Western States last year alone without a penny of cost to the recipient. In more than 7000 total missions there has not been a single accident or incident.



Dan McCormack, Johnny Stewart, Dick Roberts, Jim Weaver, Charles Vollman, Holbrook Maslen & Mike Worley at the 1999 Idaho Aviation Conference

There are already active pilots flying Angel Flight missions in the new Idaho Wing. Still, more volunteers are needed. Airplane owners and renter pilots, non-current pilots for co-pilot duties, non-pilots who can lend a hand both in the air and on the ground as well as financial donors are very welcome.

Any individuals who meet the above requirements, are interested, and are able financially and time wise are invited to contact Dick Roberts at

208-743-2306, 1516 First Street Lewiston, Idaho 83501 or e-mail dr@aeroair.net. The main office in Santa Monica, California can be reached at 1-888-426-2643, e-mail at info@angelflight.org or checkout the website at <http://www.angelflight.org>. A video and informational brochures are available to any chapter who might want to show it at a meeting or a presentation can be arranged by contacting Dick Roberts IAA Lewis-Clark Chapter President.

AERONAUTICS WELCOMES NEW ADVISORY BOARD MEMBER

By Barton Welsh



Governor Kempthorne has appointed Russ Westerberg to the Aeronautics Advisory Board to replace long time board member Harry Merrick. Russ is a native of Idaho, born and raised in eastern Idaho and spent much of his life in the Soda Springs area. After spending ten years working for Monsanto Chemical Company in Soda Springs, Russ was elected to the Idaho State Legislature and served in the House from 1974 to 1978. Since that time he has worked full time as a lobbyist for a number of Idaho based organizations.

Russ's flying career started when he was a child with friends taking him for airplane rides. His actual opportunity to gain his pilot's license didn't come until 1994 when he took flying lessons in Boise and did his actual solo flights in a Cherokee Warrior. Russ did have an experience that many of us have not had - the opportunity to have a bird strike on the first take off of his very first solo flight. Since that memorable day, Russ has accumulated numerous airplanes and about 1000 hours of flight time. He has owned Bonanzas, Grumman Yankees, and a Husky. Russ's wife, Diane, is also a pilot who holds instrument and multi-engine ratings.

"I am grateful to have the opportunity to support general aviation, as well as commercial air service in the state and look forward to not only serving the administration that appointed me, but also all of those involved in aviation," said Russ.

Welcome Russell Westerberg to the Aeronautics Advisory Board. We look forward to having you and appreciate your strong support and background.

Idaho State Aeronautical Charts

The last issue of *Rudder Flutter* was sent with the current Idaho Aeronautical Chart. Not long after, we received an email that essentially said the chart wasn't of much use. We had debated whether or not to send the chart to all registered Idaho pilots and decided, based largely on the number of inquiries we had while waiting for the chart from the printer, that it is a useful tool and all pilots would like to have one. However, we are a little disconcerted now as to our decision.

We are asking you, our valued registered pilots, for your feedback. Do you use the chart? Is it a valuable tool? Or is it a waste of money?

Contact us by phone 208/334-8776, 800/426-4587, fax 208/334-8789 or email dedaniel@itd.state.id.us. We are very interested in your opinion and will appreciate your input.

FAA/Aeronautics Monthly Brown Bag Lunches.....

As usual, our monthly Brown Bag lunches have been very successful. Topics have ranged from Arthur Hart, Aviation Historian to Helicopter Long Line Operations and Skydiving. Last month a very entertaining and informative talk was presented by Carl Tipton who flew P-38s out of Guadalcanal in WWII. This month we have John Lane to talk about Warbird Restoration and Gordon Pratt of Sierra Flight Systems will speak in August. Over the next year we are looking to have other very interesting and informative presentations on Weather, Medicals, Hang Gliding, Balloons, Search and Rescue, Aerial Fire Suppression and Float Flying. Make plans to join us the first Wednesday of the month at Aeronautics. Bring your own lunch or enjoy the snacks provided. Remember, first come, first served on the goodies. Hope to see you there.

CORRECTION.....

It recently came to my attention that in my article "Reality Check" which ran in last quarter's *Rudder Flutter*, I might have confused the issue on night cross-country requirements. FAR 61.109(a)(2)(i) simply states, "One cross-country flight of over 100 nautical miles total distance...". My article was misleading in that it suggested that there was a leg distance requirement. This is not correct. As was so aptly pointed out to me, if you had two airports only one mile apart, under this regulation, you could fly 101 times between them and meet the "...over 100 nautical miles..." requirement for a night cross-country. **I stand corrected.** However, the bottom line of "Reality Check" was, and still is, "How well prepared are your students when they arrive for their evaluation?" Do they not only have the necessary skills but also the tools to successfully pass both the ground and flight evaluations?

Wilderness Within Reach

Don't forget - August 14-15, 1999 is the "Wilderness Within Reach" event. The event is conducted each year by the Part 135 Operators, the Ada County Aerial Sheriff's, and the IAA. The intent of the event is to demonstrate the need for internal trailheads to enable the physically challenged the opportunity to enjoy the wilderness areas. This year 20 people will enjoy an overnight camping trip. They will be flown into Chamberlain Basin where they will spend the day before continuing on to Johnson Creek. The IAA will provide breakfast Sunday morning before the flight home. Contact Joe Corlett at 336-1097 for more information.

IDAHO TRANSPORTATION DEPARTMENT

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Director Dwight Bower

Aeronautics Administrator Bart Welsh

AERONAUTICS ADVISORY BOARD

Chairman William Parish

Member Robert Hoff

Member Russ Westerberg

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AOPA SAFETY EDUCATION SEMINAR COMES TO BOISE, AUGUST 26TH

Chuck Berry, a staff lecturer with the AOPA Air Safety Foundation (ASF) since 1985, will present a seminar on “**Operations at Towered Airports**” from 7:00 – 9:00 PM on Thursday, August 26, 1999. The seminar, sponsored by the Boise FSDO, will be held in the Idaho Transportation Department (ITD) Auditorium at 3311 West State Street. As always, AOPA Safety Education Seminars are highly informative and effective educational sessions providing the most current information to pilots of every skill level. This session will include: Communications procedures; Safe ground operations; How traffic is handled by Clearance Delivery, Ground Control and the Tower; Land and Hold Short Operations (LAHSO); Preflight planning tips for busy airspace; Wake turbulence avoidance techniques; Noise abatement procedures; Airport signs; and Solutions for night flight challenges in urban areas. Here is an excellent opportunity to increase your pilot knowledge and boost your flying confidence. What you’ll learn could save your life someday.

Pilots of all skill levels and experience will benefit from this thorough review of operations at towered airports. If you know pilots who “remain clear” of busy airspace because they lack the confidence or knowledge to comfortably fly in this environment, by all means, bring them along. Enjoy an evening full of your favorite subject – FLYING.

The seminar is free; no registration is required. Bring a friend. By attending you will be eligible for a door prize and also be eligible to win a transceiver from Sporty’s in ASF’s quarterly drawing. Hope to see you there: Thursday, August 26th, ITD Auditorium, 7:00 – 9:00 PM.

DIVISION OF AERONAUTICS HOSTS SCHOOL-TO-WORK SEMINAR

The Idaho Division of Aeronautics hosted more than 20 local educators for a one-day seminar during the 1999 Business-Education Exchange under the Southwest Idaho School-to-Work Partnerships. The seminar was dedicated to providing the educators insight into the aviation career field and the overall impact aviation has on Idaho’s economy. The day was packed with information on careers, sources of educational information and discussions on how to develop an aviation curriculum including teaching aviation topics to students. The daylong program was highlighted by a fast-paced panel discussion between educators and representatives of local industry, state and Federal government. The subject: “How to better prepare students for careers in aviation”. As was pointed out by Mike Sellars, President of the Snake River Chapter of the Professional Aviation Maintenance Association and panel member, “Over the next 2-5 years it is estimated that the maintenance field alone will require an estimated 5000 mechanics per month to meet the growing demands of aviation.”

The Division of Aeronautics is a repository of education information, source lists and videos on various aviation topics. If you are interested in having someone come and speak to your organization, club or class on aviation or are interested in showing one of our videos, please contact the Idaho Division of Aeronautics of at 208-334-8775, 800-426-4587, or (fax) 208-334-8789. If you have email try us at ddaniels@itd.state.id.us, flester@itd.state.id.us, or pfranco@itd.state.id.us. Aviation Education, the future of aviation depends on it.

Search and Rescue needs your help!!!!

Aeronautics needs your help. On three separate searches being conducted by the Division of Aeronautics, unauthorized aircraft entered the search area, jeopardizing the search effort.

Who controls a search? First, you have to divide the search into an air search and a ground search. Under Title 21 of the Idaho Code, the Idaho Division of Aeronautics is in charge of the air search. Once the aircraft is located, control of the search and rescue shifts to the county sheriff. Regardless of who or what they are looking for, all ground searches are under the jurisdiction of the respective county sheriff; all air searches are under the jurisdiction of the Division of Aeronautics. **If you have not been told by the controlling agency that you are part of the search, you are not authorized to participate in the search. Please remain clear of the search area!**

What constitutes an “authorized” search aircraft? Any aircraft that is directed by the Division of Aeronautics to search a specific area for a missing aircraft is an “authorized” search aircraft. Even if the county sheriff has dedicated air assets, they have to be under the control of the Aeronautics Search Coordinator. What we don’t need is a search for a missing aircraft to turn into a Search and Rescue (SAR) for someone else who let their emotions or desire to help get in the way of their better judgment. We at Aeronautics have access to a wide range of search assets, from sophisticated military aircraft to highly experienced civilian search pilots. Weather permitting, we use them all when they are available. Our primary concern is to find all missing aircraft and airmen but above all, safety of our search crews is paramount.

On three occasions in the last six months, unauthorized aircraft entered the search area, jeopardizing the search effort. In the first, no one contacted either Aeronautics or the county sheriff the location of the pending rescue. Trying to extricate an injured crewmember not only increases the chances of further injury but also opens up the potential for legal action against the pilots attempting the rescue. Think long and hard on this one. If the situation is stable, call the county sheriff and let them get the people trained for this type of rescue on scene. If you don’t know their number or are in doubt, call Aeronautics.

In the second incident, the crash site was located, the county sheriff was on scene and a search aircraft was circling overhead. A second aircraft entered the search area without authorization, communicating with no one, at the same altitude and in close proximity behind the search aircraft, not on the designated search frequency and calling for Life Flight with a cellular phone. Before the crash was actually located, Life Flight was already on call by the county sheriff for a potential crash several miles north of this position. Fortunately, the two sites proved to be the same crash, however, when the non-search aircraft interfered in the rescue, Life Flight now had the potential dilemma of which crash to respond to first. Add to that the potential of a midair collision by two aircraft in close proximity, unknown by one, the other on a different frequency and not communicating with either the ground or air search assets, and we now have the potential for a multiple aircraft rescue.

The third incident, well, unfortunately, we still haven’t found them. It’s difficult to say if interference by unauthorized aircraft in the search area actually prevented the location of the downed aircraft. The search was a well-coordinated effort involving Aeronautics, the military, the Idaho CAP, the county sheriff, the FAA, and several civilian helicopter assets. The military was able to provide two helicopters but on a very limited schedule. While one of the helicopters was working a very densely wooded canyon, two aircraft showed up and began searching the area without communicating to either the sheriff’s ground team or the air SAR Coordinator. The helicopter immediately returned to the ground search command post and landed until the aircraft departed the search area. Two very valuable hours of search time by a very critical asset were lost, not to mention the safety conflict, because these aircraft entered the area without authorization and without proper communications.

Search and Rescue needs your help continued:

What can you do to help? First, for a missing aircraft, call Aeronautics: 1-800-346-9134 (SAR), 1-800-426-4587, 1-208-334-8775, (after hours) State Communications 1-208-334-4570 and have them page Aeronautics or Boise Automated Flight Service Station (AFSS) 1-208-334-1704. Volunteer your services but wait for us to call before you start searching. If the aircraft has crashed and its location is known, call the county sheriff. If you are planning a flight near the search area, check with AFSS for a Temporary Flight Restriction (TFR) NOTAM over the search area. You can best assist the search by staying well clear and letting the search crews do their job. The bottom line: you can be held accountable by the county sheriff and the FAA if you violate a TFR or interfere with a duly authorized search. Please help us conduct a thorough and safe search.

FY 2000 AIRPORT GRANTS

The Idaho Transportation Board, upon the recommendation of the Aeronautics Advisory Board, approved state grants to 16 municipal airports for FY 2000 (beginning July 1, 1999) totaling \$300,000. Projects marked with an asterisk provide match for FAA funded projects; on all others costs will be shared by the Division and the local airport authority.

<u>AIRPORT</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
Boise	Airport development projects	35,000
Caldwell *	Construct apron and connecting taxiways	4,924
Cascade *	Rehabilitate pavements and improve runway safety area	13,615
Coeur d'Alene*	Extend taxiways and construct apron	37,647
Craigmont	Sealcoat and mark runway	17,100
Hailey	Airport development projects	10,000
Homedale	Overlay runway	39,650
Idaho Falls	Airport development projects	15,000
Jerome *	Sealcoat runway; install MIRL, PAPI, and segmented circle; construct Ag apron	8,961
Lewiston	Airport development projects	10,000
Mountain Home *	Extend hangar taxiway; install fence and REIL's	10,133
Moscow-Pullman	Airport development projects	10,000
Nampa*	Install fence and gates; expand taxiways and apron, E. side; rehabilitate pavements	17,079
Parma	Acquire land and fence	31,218
Pocatello	Airport development projects	10,000
Twin Falls	Airport development projects	10,000
Various	Inventory restock/small projects	19,673
	TOTAL	\$300,000

CFI/Student Fly In and Bar-B-Q – Garden Valley – August 21, 1999

The Division of Aeronautics, ably assisted by the Boise FSDO, is planning a CFI/Student Fly In at Garden Valley airstrip on Saturday, August 21, 1999. There will be seminars on FAA Wings, Density Altitude, Short and Soft Field Landing techniques and other topics related to flying in mountainous terrain. It's an excellent opportunity for each CFI to bring one or more of their students and give them a chance to experience flying in this environment as well as do some hangar flying and safety training. While we're there, let's have a bar-b-q! Here is an opportunity to socialize with your fellow flyers and meet your state and FAA safety representatives. BYOF (Bring Your Own Food), we'll provide the fire and soft drinks. Space will be limited, so let us know early if you want to participate. Call the Division of Aeronautics at 208-334-8780 (Frank Lester) or 208-334-8775 (Debbie Daniels or Pam Franco) for more information. We hope to make this an annual event but we need your support to do it. Remember Saturday, August 21st, Garden Valley airstrip, come and join us for a CFI/Student Fly in.



Members of the Gooding Airport Flyers Association ready for a day of cleaning. The group, in conjunction with the Idaho State Aeronautics Administration's Adopt an Airport program, arrived for breakfast and maintenance at the Magic Reservoir airfield April 17. Group members repaired the fence, graded the runway, fixed the tie downs and performed general cleanup.

1999 Calendar of Events

JULY

- 16-18 Family Fly-in, West Yellowstone, MT
John Goostrey 800/453-0001 ext. 225
- 17 Rexburg Airshow, Roger Porter 208/356-5441
- 17-18 Kiwanis Fly-in, St. Maries
Peter Kuckenberg 208/245-7765
- 19-21 ACE Academy, Boise
Frank Lester 208/334-8775
- 20-23 McCall Mountain/Canyon Flying Seminars
Lori MacNichol 208/634-1344
mcflysem@cyberhighway.net

AUGUST

- 2-6 McCall Mountain/Canyon Flying Seminars
Return students only
Lori MacNichol 208/634-1344
mcflysem@cyberhighway.net
- 7 Pilots Rodeo & Pancake Breakfast
American Falls Airport
7:30am-whenever
Gilbert Vasquez 208/226-9644
- 7-8 IAA Fly-in – Johnson Creek
- 6-8 Cessna 180/185 Club – Johnson Creek
Al Hewitt 206/941-3052
- 13-14 Wilderness Within Reach
Joe Corlett 336-1097
- 21 CFI/Student Fly-in - Garden Valley
Frank Lester 208/334-8780
- 26 AOPA Aviation Safety Program
ITD Auditorium 3311 W. State St., Boise
7-9pm, John Goostrey 208/453-0001 ext. 225

OCTOBER

- 29-30 FIRC, Shilo Inn, Idaho Falls
Frank Lester 208/334-8775

FEBRUARY, 2000

- 18-19 FIRC, Airport Holiday Inn, Boise
Frank Lester 208/334-8775

MARCH, 2000

- 23-25 8th Annual Aviation Conference
Doubletree Riverside, Boise
Frank Lester 208/334-8775

The Bear Lake Non-Directional Radio Beacon (BBH 233 kHz) has been permanently decommissioned and is no longer in service.

Payette Municipal Airport is closed from July 13 through August 2, 1999 for maintenance.

Cabin Creek Airstrip opened May 1, 1999. Overall the condition of the airstrip is equivalent to what it was before the flood damage.

Harold (Pete) Hill



Born March 25, 1913, Arkansas City, KS
Passed Away May 8, 1999, Idaho Falls, ID

Your take-off is confirmed.
Your flight plan is opened.
Your true heading is 270 degrees due west into
the sunset.
Your flight altitude is higher than a mortal man
can fly.
Your checkpoints are those places you have seen
of old.
Your time en route is forever.
This flight plan shall never be closed.
Over & Out.

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